

HILO WHARF BIDS  
WITHIN LIMIT

Awards Will Be Made by the  
Harbor Commissioners  
Saturday Morning

Bids for the construction of the Hill wharf, the fill and necessary dredging in Kahu Bay to enable vessels to go alongside were opened by the board of harbor commissioners yesterday, not a hitch being recorded in the opening and filing of the tenders, which for the first time, were satisfactory according to the plans and specifications. All bids and combinations of bids on the eight alternates for the construction of the wharf are within the appropriation of less than \$200,000.

An adjourned meeting will be held Saturday morning at ten o'clock, when the awards of bids will be announced a caucus of the members being held Friday night.

The bids for concrete substructure with wood superstructure and nor'w' plankings were two in number, John A. Hughes being lowest with \$165,185. Lord-Young's bid being \$180,000. For the same class of wharf with oblique plankings Hughes bid was \$174,620, and Lord-Young's \$188,400.

For a wharf with wooden substructure and wooden superstructure John Hughes bid was \$91,185 and Lord-Young's, \$84,000.

The Hawaiian Dredging Company's bid for dredging was \$47,990 as against Lord-Young's \$65,000. The Hawaiian Dredging Company's bid for the fill was \$449,000. Lord-Young not bidding the Philadelphia Breakwater Company's bid being \$110,950.

The board is on record as wanting the wharf and all approaches completed as early as possible so that by the time

The next legislature finishes its session and the wharf will be ready for business. If the highest bid for the wharf, with concrete substructure, is accepted, that will prevent the carrying out of the contract for the fill and the dredging. The board will caucus upon the matter Friday night and arrive at decision then.

**List of Bids.**

The complete bids for the wharf construction are:

Deposit No. 1 (for wharf with concrete substructure and wood superstructure, with NW planking)—Lorain Young Engineering Co., \$180,000; John A. Hughes, \$168,189.

Proposal No. 2 (for wharf with concrete substructure and wood superstructure, with ohia planking)—Lorain Young Engineering Co., \$188,400; J. A. Hughes, \$174,620.

Proposal No. 3 (for wharf with concrete substructure and wood superstructure, with ohia planking)—Lorain Young Engineering Co., \$188,400; J. A. Hughes, \$174,620.

Proposal No. 4 (for wharf with nor west pile substructure, wood superstructure, with ohia planking)—Lord-Young Engineering Co., \$84,000; J. A. Hughes, \$91,185.

Proposal No. 5 (for wharf with nor west pile substructure, wood superstructure, with ohia planking)—Lord-Young Engineering Co., \$92,400; J. A. Hughes, \$96,597.

Proposal No. 6 (for the wharf with concrete substructure and wood superstructure, with nor west planking, complete ohia block pavement)—Lord-Young Engineering Co., \$168,000; J. A. Hughes, \$155,182.

Proposal No. 7 (for wharf with concrete substructure, wood superstructure, with ohia planking, complete except ohia block pavement)—Lord-Young Engineering Co., \$176,000; J. A. Hughes, \$161,615.

Proposal No. 8 (for wharf with nor

west pile substructure, wood superstructure, with nor'west planking, complete ohia block pavement)—Lord-Young Engineering Co., \$70,800; J. A. Hughes, \$78,963.

Proposal No. 8 (for wharf with nor'west pile substructure, wood superstructure, ohia planking, complete except ohia block pavement)—Lord-Young Engineering Co., \$79,200; J. A. Hughes, \$84,263.

Proposal No. 9 (for furnishing a material, labor and appliances and constructing fill and laying railroad track complete, in accordance with the plans and specifications for concrete substructure and wood superstructure, Hawaiian Dredging Co., \$20,500.—Breakwater Company of Philadelphia, \$104,300.

Proposal No. 9A (for furnishing fill in place, per cubic yard)—Hawaiian Dredging Co., 20 cents; Breakwater Company of Philadelphia, 70 cents.

Proposal No. 9B (for furnishing a material and labor for constructing railroad tracks and retaining walls on fill)—Hawaiian Dredging Co., \$28,000.—Breakwater Company of Philadelphia, \$19,000.

Proposal No. 19 (for furnishing a material, labor and appliances and constructing fill and laying railroad track complete)—Hawaiian Dredging Co.,

Bids for dredging—Lord-Young Company, \$65,000; alternate No. 1, \$20; alternate 2, \$1.  
Hawaiian Dredging Company, \$41,990; alternate 1, \$5; alternate 2, 4 cents.

A letter from the Philadelphia Breakwater Company giving a supplemental bid for the entire job was read but on motion of Mr. McCarthy was not considered, as not having been presented on the form prescribed. The Breakwater company, which is soon to commence its \$400,000 breakwater on

would do all the work on plans in and along the New England coast. The company stated that this was permanent and lasting work, and wharf structures installed a hundred years ago are still good, needing only new planking now and then. If this plan was followed a permanent wharf could be built

General Passenger Agent Cockcroft of the Oceanic Steamship Company in San Francisco has asked the promotion committee to send him a large amount of literature bearing on the Islands to send abroad.

